

Legislative update



As of April 22, 2022: this legislative summary lists the status of all legislation that the Denver Regional Council of Governments supports, opposes or monitors during the 2022 legislative session, as of April 22, 2022. For additional information, contact Rich Mauro, Director of Legislative Affairs, at 303-480-6778. The [DRCOG Policy Statement on State Legislative Issues](#), as adopted by the Board of Directors, states, in part:

DRCOG's legislative activity will be generally focused on the following types of issues:

1. Proposals of special significance to the Denver region, or which would have a unique effect upon local governments in this region;
2. Proposals that affect DRCOG as an agency or would affect one or more of its programs; and
3. Legislation to implement DRCOG special task force recommendations. Support for or opposition to a bill or legislative funding measure will be given, and be subject to reassessment, according to a bill's or measure's consistency with DRCOG's adopted principles and plans.



Support




Support with amendments








Oppose







Monitor



Bill No. / Sponsor	Short title Bill summary	Status	Staff comments	DRCOG position Legislative policy
AGING BILLS				
HB22-1035 Young and Bradfield/ Ginal and Rankin 	Modernization of the Older Coloradans' Act The bill updates the Older Coloradans' Act, including reorganizing the Commission on Aging and increasing membership from 17 to 19 to coordinate and implement the Strategic Action Plan on Aging and to make recommendations; appointing a Colorado Department of Human Services liaison to act as the primary contact for the commission to coordinate commission-related duties with the state department and other state agencies; convening a technical advisory committee made up of key state agency representatives to direct the implementations of the plan and the commission's recommendations; and creating the Lifelong Colorado initiative within the department's State Unit on Aging to coordinate strategies and implementation of the plan with the commission, advisory committee and key state agencies.	Signed into law.	The purpose of the Older Coloradans' Act is to support older Coloradans through community planning, social services, health and well-being services, and strategies to prepare the state's infrastructure for an increasingly older population. Many of the provisions of the bill reflect the work DRCOG staff has been involved in with the governor's office and other aging advocates and providers. This includes the creation and operation of the Strategic Action Planning Group on Aging and Lifelong Colorado. DRCOG staff also has been involved in the drafting of the bill and amendments. The bill was amended to address DRCOG's concerns regarding clarifying the authority of the commission and the relationship between the new State Unit on Aging and the area agencies on aging. DRCOG staff testified in support of the bill as amended.	Support DRCOG supports state legislative and regulatory provisions reinforcing collaboration between the state and area agencies on aging and respecting their respective roles and interests, consistent with state and federal laws; and collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an area agency on aging and an aging and disability resource center.



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<p>SB22-079</p> <p>Kolker and Ginal/Young</p> 	<p>Dementia Training Requirements Colorado Department of Public Health and Environment Department of Health Care Policy and Financing Rules</p> <p>The bill requires the Department of Public Health and Environment, with regard to nursing care facilities and assisted living residences, to adopt rules requiring these facilities to provide dementia training for staff providing direct-care services to clients and residents of the facilities.</p>	<p>On the House Floor.</p>	<p>According to the Alzheimer's Association, Colorado falls short of other states and the association's standards regarding dementia training for the state's direct care workforce. The state's current laws and regulations are vague and do not require a sufficient level of skill and knowledge for staff. Training requirements vary among care settings, so a person living with dementia can experience varying levels of care quality. The proposal is to standardize training requirements for all direct care staff who are most likely to care for individuals living with dementia.</p>	<p>Support</p> <p>DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and Program of All-Inclusive Care for the Elderly ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.</p>
<p>SB22-144</p> <p>Zenzinger</p> 	<p>Public And Nonprofit Entities Rideshare Contracts</p> <p>Current law regulates transportation network companies, which are commonly known as ride-sharing companies, and the services they provide. Current law exempts services provided under a contract between a ride-sharing company and a school, a school district, the federal government, a state, a political subdivision of a state, or a tax-exempt entity. The bill removes these exemptions, so that ride-sharing companies that contract with these entities will be regulated in the same manner as other types of ride-sharing companies and services.</p>	<p>On the House Floor.</p>	<p>DRCOG staff has determined that the ambiguities in current statutes, that this bill is intending to correct, are necessary to ensure that the ability of the DRCOG Area Agency on Aging to contract with ride-sharing companies is not adversely affected. DRCOG currently contracts with HopSkipDrive and Uber for older adult transportation services. The public utility statute includes conflicting language regarding the regulation of transportation network companies services provided under agreements with tax-exempt entities, like DRCOG's Area Agency on Aging.</p>	<p>Support</p> <p>DRCOG supports improvements to transportation services provided to older adults and vulnerable populations to reduce administrative and service duplication; increase coordination among funding sources, providers, jurisdictions and trips; and efficiently uses taxpayer dollars to provide life-sustaining mobility.</p>
<p>SB22-154</p> <p>Danielson/McCormick and Lindsay</p> 	<p>Increasing Safety In Assisted Living Residences</p> <p>This bill establishes the outline of a process to be followed regarding involuntary discharge of residents, including requiring the assisted living residence to provide written notice 30 days before the discharge and requiring the assisted living residence to include specified information and documentation; establishes a process for a resident/representative to appeal the discharge, a requirement for the assisted living residence to respond, the ability for the resident to appeal the assisted living residence's decision to the Colorado Department of Public Health and Environment, and the ability to request an administrative hearing on Colorado Department of Public Health and Environment's ruling; requires all assisted living residence administrators, regardless of hire date, meet the minimum experience standards in state rules; removes the existing \$2,000 annual cap on the total amount of fines that Colorado Department of Public Health and Environment may impose, instead allowing Colorado Department of Public Health and Environment to determine the amount of a fine based on factors such as size of residence, number of residents impacted by the violation, the actual or potential harm or injury to a resident, prior violations or a pattern of violations and at a level that will deter future violations.</p>	<p>House Public and Behavioral Health Care and Human Services</p>	<p>This bill addresses areas of concern regarding the operations of assisted living residences particularly the need to improve transparency and resident rights in cases of involuntary discharge, facility administrator competency and outdated fines for statute and rule violations. In recent years, concerns have increased among state and local long-term care ombudsmen and Colorado Department of Public Health and Environment regarding the quality of care in assisted living residences. One action to address this was updating the state rules for assisted living residences in 2019. This bill builds on those rules to address the remaining areas of concern.</p>	<p>Support</p> <p>DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman and Program of All-Inclusive Care for the Elderly ombudsman as resident and consumer advocates. DRCOG urges the state, when making decisions regarding funding for long-term care programs, to structure such funding to protect the quality of care for residents and participants, including funding for optimal ombudsman staffing.</p>


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<p>SB22-185</p> <p>Danielson and Buckner/ Lindsay and Young</p> 	<p>Security For Colorado Seniors</p> <p>The bill renames the Area Agency on Aging Grant Program to the Strategic Investments in Aging Grant Program. The grant program administers state assistance to finance projects across the state to assist and support older Coloradans. The bill extends the grant program indefinitely to continue the support of projects that promote the health, equity, well-being and security of older Coloradans across the state.</p>	<p>House Health and Insurance.</p>	<p>This bill revises the provisions of SB21-290, which created the Area Agency on Aging Grant Fund with one-time funding for the state's area agencies on aging to implement specified programs and projects. It makes the fund ongoing, with a special emphasis on infrastructure projects, as well as pilot programs. Area agencies on aging are still the focus of the grant program but other entities may be eligible for grants. All grants must be aligned with state aging plans.</p>	<p>Support</p> <p>DRCOG supports increased funding for programs and exploration of programs providing services to older adults, individuals with disabilities, veterans and their caregivers, especially services that support individuals continuing to live independently in their homes and communities, including efforts to improve data collection and analysis of cost effectiveness.</p>
<p>SB22-189</p> <p>Danielson and Pettersen</p> 	<p>Colorado Geriatric Provider Pipeline Program</p> <p>The bill creates the Colorado Multidisciplinary Geriatric Provider Pipeline Program in the University of Colorado Anschutz Medical Campus. The program coordinates and expands geriatric training opportunities for clinical graduate students enrolled in participating institutions of higher education who study in the health care fields of medicine, medicine with a focus on training to be a physician assistant, dentistry, pharmacy, nursing, psychology and social work.</p>	<p>Senate Appropriations.</p>	<p>This bill builds on SB21-158, which established a loan forgiveness program for geriatric-trained nurse practitioners and physician assistants. This bill creates a pipeline of geriatric-trained clinicians to fill an incredible shortage (only 99 geriatric physicians in Colorado). Following training, the trainees would then have an opportunity to take advantage of the SB21-158 incentive to staff geriatric clinicians throughout rural and underserved Colorado. The University of Colorado, Colorado Springs will also be involved in the overall CU systemwide geriatric program. Additional trainee programs from other institutions in the state (University of Denver, Colorado State University) could be added in the future.</p>	<p>Support</p> <p>DRCOG supports collaboration and partnerships to better meet the service needs of older adults consistent with DRCOG's responsibilities as an area agency on aging and an aging and disability resource center.</p>

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TRANSPORTATION BILLS				
HB22-1026 Bird and Woog/ Hansen and Liston 	Alternative Transportation Options Tax Credit The bill replaces an existing income tax deduction for expenses incurred by employers when providing alternative transportation options to employees with a refundable income tax credit of 50% of such expenses for such employers. The credit is allowed for income tax years beginning on or after Jan. 1, 2023, but before Jan. 1, 2033.	House Appropriations.	<p>This bill replaces an existing employer income tax deduction for alternative mode provisions (such as carpool vehicles and transit passes) with an employer income tax credit for these items. Transportation demand management programs, projects and services can help reduce congestion and improve air quality by decreasing the amount of automobile traffic during high-demand periods. DRCOG considers transportation demand management an important element of the region's long-range growth management and transportation planning strategy.</p> <p>The bill was amended to expand the definition of "alternative transportation options" to include provision of ride-sharing vans or low-speed conveyances such as human-powered or electric bicycles, shared micromobility options such as bikesharing and electric scooter sharing programs, carsharing programs and guaranteed ride home programs. The bill now also applies to nonprofit organizations.</p>	Support with amendments To promote transportation demand management efforts, DRCOG supports a coordinated regionwide effort (Way to Go) to promote and encourage adoption of non-single-occupant-vehicle travel options; active transportation to encourage healthier travel choices, including bicycling and walking; transit; telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions; carpooling, vanpooling and other forms of ride-sharing including the underlying technologies to facilitate matches; employer promotion of alternative mode use by employees; and incentives to individuals who use alternative modes. DRCOG also supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.
HB22-1028 Gray and Hooton/ Winter 	Statewide Regulation Of Controlled Intersections The bill amends existing statute to make the substantive requirements for "safety stops" uniform statewide for most people approaching a controlled intersection who are not operating a motor vehicle. This include pedestrians (approaching a controlled intersection with a stop sign) and operators of low-speed conveyances, as defined in the bill (approaching a controlled intersection with a stop sign or a traffic control signal). The regulation of people approaching controlled intersections is declared to be a matter of mixed state and local concern, and the amended statute is thus declared to supersede any conflicting local ordinance or resolution but not to affect the validity of any nonconflicting local ordinance or resolution that regulates the conduct of individuals approaching controlled intersections. The bill does not create any right for a pedestrian or the operator of a low-speed conveyance to travel on any portion of a roadway where travel is otherwise prohibited by state law or a local ordinance or resolution.	Signed into law.	<p>Existing statute allows a municipality or county to adopt an ordinance or resolution specifying that a person riding a bicycle, electrical assisted bicycle, or electric scooter may make a "safety stop," rather than a full stop when approaching an intersection that is controlled by a stop sign or a traffic control signal. When approaching a stop sign, if it is safe to proceed, the person may, after slowing to a speed of 15 mph or less, and yielding the right-of-way, continue through the intersection without stopping. When approaching an red traffic control signal, the person must first stop and yield to all other traffic and pedestrians and then, when safe to do so, may proceed straight or make a right turn through the intersection or, in some cases, make a left turn onto a one-way street only.</p> <p>The bill was amended to address DRCOG proposals to add an education effort to explain the new law and to lower the the maximum safe speed to proceed through a stop sign to 10 mph.</p>	Support DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. DRCOG also supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists.

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<p>HB22-1138</p> <p>Gray and Herod/ Winter and Hansen</p> 	<p>Reduce Employee Single-Occupancy Vehicle Trips</p> <p>For income tax years 2023 through 2029, creates an income tax credit (50% of the amount spent by the employer) for any employer that: creates a clean commuting plan; Conducts an employer commuter survey; and offers two or more alternative transportation options. The bill requires the Colorado Department of Transportation, in coordination with the Colorado Energy Office, to create an annual commuter survey for employers. In specified calendar years, employers with over 100 employees are required to: annually conduct a commuter survey; Offer qualified transportation fringe benefits; Offer commuter choice information; and Offer a cash allowance instead of a parking space. Beginning state fiscal year 2023-24, through state fiscal year 2029-30, from the Multimodal Transportation and Mitigation Options Fund, the Transportation Commission is required to allocate \$250,000 to transportation management associations and transportation management organizations operating in a nonattainment area to assist employers in creating a clean commuting plan and complying with the requirements of the bill.</p>	<p>House Finance, postponed indefinitely.</p>	<p>This bill may be seen as an alternative to the proposed Air Quality Control Commission rule that failed last summer. Unlike the Air Quality Control Commission rule, though, it includes a tax credit as an incentive for employers. As noted, the bill also authorizes \$250,000 to a transportation management association/ transportation management organization to assist employers in creating a clean commuting plan and complying with the requirements of the bill. The DRCOG Board proposes that metropolitan planning organizations also should receive funding for work on clean commuting plans and complying with the requirements of the bill. Although the bill summary says the bill requires the Colorado Department of Transportation, “in coordination with the Colorado Energy Office and metropolitan planning organizations, to create an annual commuter survey,” the bill language does not include metropolitan planning organizations in requiring coordination. The Board proposes the bill language be amended to add metropolitan planning organizations to the commuter survey development.</p>	<p>Support with amendments</p> <p>To encourage transportation demand management efforts, DRCOG supports a coordinated regionwide effort (Way to Go) to promote and encourage adoption of non-single-occupant-vehicle travel options; active transportation to encourage healthier travel choices, including bicycling and walking; transit; telecommuting, flextime and other changes to normal work patterns to avoid peak traffic conditions; carpooling, vanpooling and other forms of ride-sharing including the underlying technologies to facilitate matches; employer promotion of alternative mode use by employees; and incentives to individuals who use alternative modes. DRCOG also supports funding for programs that provide transportation for access to jobs for low-income workers who cannot afford to live near where they work, and for safe routes to schools.</p>
<p>SB22-016</p> <p>Scott</p> 	<p>Modifying Department of Transportation Governance</p> <p>The membership of the Transportation Commission currently consists of 11 members appointed by the governor with the consent of the senate from statutorily designated districts. If the bill is approved by the voters of the state at the November 2022 general election, on Feb. 1, 2025, section two of the bill will replace the current membership of the commission with nine members elected at the November 2024 general election, one from each congressional district of the state and one from the state at large. Thereafter, whenever the number of congressional districts in the state is odd, the membership of the commission consists of one member elected from each congressional district of the state, and whenever the number of congressional districts in the state is even, the membership of the commission consists of one member elected from each congressional district of the state and one member elected from the state at large.</p>	<p>Senate Transportation and Energy, postponed indefinitely.</p>	<p>This bill would replace the existing process where members of the Transportation Commission are appointed by the governor with members elected by each congressional district (some exceptions). The elected commission would appoint the Colorado Department of Transportation Executive Director, who would serve at the pleasure of the commission.</p>	<p>Monitor</p> <p>DRCOG supports several principles regarding the role of the metropolitan planning organization in the transportation planning process, including legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests, and legislation to ensure that representation on the Transportation Commission reflects approximately equal populations based on the most recent population census.</p>

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<p>SB22-138</p> <p>Hansen/A. Valdez</p> 	<p>Reduce Greenhouse Gas Emissions In Colorado</p> <p>As introduced, the bill requires insurance companies to prepare and file an annual report with the Insurance Commissioner providing a climate-risk assessment for the insurance company's investment portfolio from the previous 12 months. The commissioner is required to post the reports on the Division of Insurance's website. Requires Colorado Public Employees' Retirement Association board to prepare a similar annual report and post it on the Colorado Public Employees' Retirement Association website. Updates the statewide greenhouse gas emission reduction goals to add a 40% reduction goal for 2028 compared to 2005 greenhouse gas pollution levels and a 75% reduction goal for 2040 compared to 2005 greenhouse gas pollution levels. Phases out the use of small off-road engines by prohibiting their sale in nonattainment areas of the state on or after 1-1-30, and by providing financial incentives to promote the replacement of small off-road engines (50 horsepower or less) with electric-powered, small off-road equipment before 2030. Establishes a state income tax credit of 30% of the purchase price for new, electric-powered, small off-road equipment for purchases made in income tax years 2023 through 2029.</p>	<p>Senate Floor.</p>	<p>A "climate-risk assessment" is defined as a determination of the economic and business risks that climate change poses to an investment. "Small off-road engine" definition changes to a gasoline-powered engine of 10 horsepower or less used to fuel small off-road equipment like lawnmowers and leaf blowers. The bill also addresses the Oil and Gas Conservation Commission's authority over class VI injection; requires the Commissioner of Agriculture to conduct a study examining carbon reduction and sequestration opportunities; and includes several provisions to support the use of agrivoltaics, which is the colocation of solar energy generation facilities on a parcel of land with agricultural activities. DRCOG staff believes the "small engine" (gas-powered lawn equipment) provision would improve air quality and decrease greenhouse gas emissions in the Denver region. Amendments replaced the 40% greenhouse gas reduction target with a 65% target by 2035. HB19-1261 established greenhouse gas reduction targets from 2005 levels of: 26% (2025), 50% (2030), and 90% (2050).</p>	<p>Monitor</p> <p>DRCOG supports those efforts that contribute to the achievement of Metro Vision's regional outcomes and encourages state and regional entities to align their policies and investment decisions with Metro Vision and other regional agreements to advance shared objectives. This includes among the outcomes for a safe and resilient natural and built environment that the region has clean water and air and lower greenhouse gas emissions. DRCOG also supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards, and alternative fuel sources and clean-burning technology and provision of infrastructure and services for alternative fuels.</p>
<p>SB22-175</p> <p>Hansen and Fields/</p> 	<p>Mobile Electronic Devices And Motor Vehicle Driving</p> <p>Current law prohibits a person who is under 18 years of age from using a mobile electronic device when driving. The bill applies the prohibition to a person who is 18 years of age or older unless the person is using a hands-free accessory. The following uses are exempted: by a person reporting an emergency to state or local authorities; an employee or contractor of a utility services provider when responding to a utility emergency; a person operating a commercial truck when using a mobile data terminal that transmits and receives data; a first responder; or a person in a motor vehicle that is lawfully parked. A peace officer is prohibited from stopping a driver or issuing a citation for a violation of the bill unless the officer visually observes the operator using, holding, or physically supporting with any part of the person's body the mobile electronic device.</p>	<p>House Transportation and Local Government.</p>	<p>Current law requires a peace officer who makes a traffic stop to record the demographic information of the violator, whether a citation has been issued, and the violation cited. The bill clarifies that the peace officer must record whether the law has been violated. Colorado Department of Transportation, in consultation with the chief of the Colorado State Patrol, will create a campaign raising public awareness of the requirements of the bill and of the dangers of using mobile electronic devices when driving.</p>	<p>DRCOG's board-adopted "Taking Action on Regional Vision Zero" plan establishes a goal to eliminate traffic deaths and severe injuries in the transportation system with a proactive, preventive approach. The report identified distracted driving as a significant contributor to Killed or Seriously Injured crashes on the region's transportation system.</p>

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<p>SB22-176</p> <p>Hansen and Rankin/McCluskie</p> 	<p>Early Stage Front Range Passenger Rail Funding</p> <p>The bill provides funding for early-stage work required for the Front Range Passenger Rail corridor development by requiring the state treasurer to transfer \$2,400,000 from the General Fund to the Southwest Chief Rail Line Economic Development, Rural Tourism and Infrastructure Repair and Maintenance Fund. It also transfers \$6,500,000 from the General Fund to the State Highway Fund to provide funding for environmental assessment work required in connection with the development of the Burnham Yard rail property.</p>	<p>House Transportation and Local Government.</p>	<p>The Front Range Passenger Rail District was established by SB21-238 to implement an interconnected passenger rail system along the I-25 corridor. Development of the Burnham Yard property will include conceptual design work, analysis of impacts on surrounding communities and stakeholder engagement related to moving the existing rail line. This work is required by the Federal Railroad Administration before a full National Environmental Policy Act analysis can occur.</p>	<p>Support</p> <p>DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system. Also, DRCOG’s federal policy statement indicates support for “federal funding for the Front Range Passenger Rail project through a direct appropriation or increased funding to the National Railroad Passenger Corporation (Amtrak) for the project.”</p>
<p>SB22-180</p> <p>Winter and Hinricksen/Gray and Bacon</p> 	<p>Programs To Reduce Ozone Through Increased Transit</p> <p>The bill creates the Ozone Season Transit Grant Program in the Colorado Energy Office (provides \$28 million in the fiscal year 2021-2022 and \$14 million each in the fiscal year 2022-2023 and fiscal year 2023-2024). The program provides grants to the Regional Transportation District and transit associations to provide free transit services for at least 30 days during ozone season (June 1 through Aug. 31). A transit association receiving a grant may use the money to make grants to eligible transit agencies. The eligible transit agencies may use the money to provide at least 30 days of new or expanded free transit services during ozone season. RTD may use grant money to cover up to 80% of the costs of providing free transit for at least 30 days on all services offered by RTD during ozone season. Eligible transit agencies and RTD can use the money to cover lost farebox revenues and to pay for other expenses necessary to implement the program, including expenses associated with an increase in ridership as a result of the program.</p>	<p>House Energy and Environment.</p>	<p>The bill also creates a transit services pilot project in the Colorado Department of Transportation Transit and Rail Division funded with \$30 million in fiscal year 2021-2022. It is intended to extend state-run transit services throughout the state with the goals of reducing ground-level ozone, increasing ridership and reducing vehicle miles traveled in the state. Several transit agencies across the country have implemented versions of free fares and seen increased transit ridership as a result.</p>	<p>Support</p> <p>DRCOG supports legislation that promotes efforts to fund, maintain and expand a multimodal transportation system; and supports offering services, including incentives that encourage and facilitate the use of alternative modes of travel. DRCOG supports efforts to reduce emissions from all sources sufficient to meet federal air quality standards, and transportation and land use strategies that improve air quality in the region. In addition, the RTD Accountability Committee found that RTD’s fare structure and pass programs are complex and can be difficult to navigate. The final report recommended simplifying fares and pass programs to improve the customer experience and increase ridership.</p>

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HOUSING BILLS				
HB22-1304 Roberts and Bradfield/Coleman and Gonzales 	State Grants Investments Local Affordable Housing The bill creates two state grant programs administered by Colorado Department of Local Affairs: the Local Investments in Transformational Affordable Housing Grant Program (\$150 million in funding), and the Infrastructure and Strong Communities Grant Program (\$28 million, General Fund). The affordable housing grant program provides grants to local governments and nonprofit organizations to enable investments in their communities or regions. The strong communities grant program provides grants to local governments to invest in infill infrastructure projects. It requires a multi-agency group, comprised of the Colorado Division of Local Government, the state energy office and Colorado Department of Transportation — with the assistance of stakeholders — to develop a list of sustainable land use best practices that will accomplish the goals of the grant program and improve a local government’s viability in being considered for a grant award. It also encourages grant recipients to expend a portion of any grant award, whenever possible, for funding accessibility improvements or amenities that make the site of the project age-friendly and accessible for people with disabilities.	Senate Local Government.	The bill as amended would allow organizations, such as DRCOG, to be eligible recipients of grants from the affordable housing grant fund. At DRCOG’s request, the sponsors added councils of government and regional planning commissions to the definition of “local government.” Also, the definition of “community partner” includes a nonprofit organization. Grants may include but are not limited to senior housing, provision of rental assistance, outreach, housing navigation assistance, legal services and permanent supportive housing and supportive services. In awarding grants Colorado Department of Labor Affairs is to prioritize projects that promote, among other things, transit-oriented development, and the inclusion of housing units that are restricted for rental usage to people with disabilities or (at DRCOG’s request) that include universal design features that allow individuals to continue to reside in their dwelling units as they age.	Support DRCOG supports policies, programs and services that preserve existing affordable housing stock, promote access to a variety of housing options in diverse geographic locations and provide consumer protections that enable older adults and individuals with disabilities to age in place. Additionally, DRCOG supports increased funding and regulatory changes that improve the availability of supportive services, while maintaining consumer protections for clients and family caregivers.